

Message Text

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ORIGIN NASA-02

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PM/ISO - CAPT PASZTALANIEC
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EA/IMS:GMDION (SUBS)

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R 182338Z APR 75
FM SECSTATE WASHDC
TO AMEMBASSY PRETORIA
AMEMBASSY CANBERRA
AMCONSUL CAPE TOWN
INFO AMCONSUL PERTH
AMEMBASSY JAKARTA
AFSC ANDREWS AFB/DOSF
AIROPS PATRICK AFB

UNCLAS STATE 089958

E.O. 11652: N/A

TAGS: TSPA

SUBJECT: ARIA SUPPORT OF APOLLO-SOYUZ TEST PROJECT
CAPE TOWN FOR EMBASSY

- - -

1. TO SUPPORT NASA/U.S.S.R. APOLLO-SOYUZ TEST PROJECT
(ASTP) REQUIREMENT EXISTS FOR SPECIALLY INSTRUMENTED
AIRCRAFT TO RECEIVE AND RECORD TELEMETRY DURING CRITICAL
LAUNCH AND RE-ENTRY PHASES FOR APOLLO SPACECRAFT WHICH
CANNOT BE OBSERVED BY LAND OR SHIP STATIONS OF NASA'S
TRACKING NETWORK. TO PROVIDE THIS CAPABILITY USAF ON
BEHALF OF NASA PLANS TO UTILIZE THREE KC-135 TYPE
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ADVANCED RANGE INSTRUMENTATION AIRCRAFT (ARIA), PLUS
A LOGISTICS C-141 FROM MILITARY AIRLIFT COMMAND. ARIA
AIRCRAFT PROVIDED SIMILAR SUPPORT DURING PROJECTS APOLLO
AND SKYLAB.

2. ASTP IS JOINT U.S./U.S.S.R. MANNED FLIGHT TEST EXPERIMENT. PRIMARY OBJECTIVE TO TEST TECHNICAL REQUIREMENTS AND SOLUTIONS FOR ESTABLISHING COMPATIBILITY OF SPACECRAFT SYSTEMS FOR RENDEZVOUS, DOCKING AND CREW TRANSFER BETWEEN FUTURE U.S.S.R. AND U.S. MANNED SPACECRAFT AND/OR SPACE STATIONS. IN ADDITION TO JOINT SCIENTIFIC EXPERIMENTS APOLLO CREW WILL CONDUCT WIDE RANGE OF INDEPENDENT EXPERIMENTS.

3. PLANNED LAUNCHING OF SOYUZ SPACECRAFT FROM U.S.S.R. AT 12:20 GMT, 15 JULY 1975. MANNED APOLLO SPACECRAFT WILL BE LAUNCHED FROM EASTERN TEST RANGE, FLORIDA AT 19:50 GMT, 15 JULY 1975 AND MANEUVERED INTO A CATCH-UP AND RENDEZVOUS ORBIT. DOCKING PLANNED OVER NORTHERN EUROPE ON 29TH APOLLO REVOLUTION APPROXIMATELY 52 HOURS AFTER SOYUZ LAUNCH. DOCKING OPERATIONS WILL CONTINUE FOR APPROXIMATELY TWO DAYS BEFORE SPACECRAFT SEPARATION.

4. AFTER DOCKING PERIOD APOLLO WILL SEPARATE FROM SOYUZ, CONDUCT INDEPENDENT ACTIVITIES AND DEORBIT INTO DESIGNATED MID-PACIFIC OCEAN RECOVERY AREA ON 24 JULY 1975. SOYUZ WILL CONTINUE INDEPENDENTLY UNTIL DEORBIT INTO PLANNED RECOVERY AREA IN U.S.S.R. ON 21 JULY 1975.

5. MISSION SUPPORTED BY BOTH U.S.S.R. AND NASA TRACKING NETWORKS. INTERCOMMUNICATIONS BETWEEN THE TWO CONTROL CENTERS IN U.S.S.R. AND U.S.A. WILL BE PROVIDED SO THAT EACH MAY BE IN CONTACT WITH EITHER SPACECRAFT DURING DOCKING PHASE. IN ADDITION TWO RUSSIAN AND ONE U.S. TRACKING SHIP (U.S.S.R. KOROLEV, U.S.S.R. GAGARIN AND U.S.A. VANGUARD) WILL BE DEPLOYED TO PROVIDE SUPPORT AT DESIGNATED PACIFIC OCEAN LOCATIONS.

6. ARIA SUPPORT FOR U.S. PORTION ONLY.

7. ARIA 2 WILL STAGE FROM D.F. MALAN AIRPORT, CAPETOWN, UNCLASSIFIED

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S. AFRICA WHILE ARIA 1 AND 3 STAGE FROM PERTH INTERNATIONAL AIRPORT.

8. GENERAL ROUTING AND TEST SUPPORT POSITION INFORMATION FOLLOWS:

A. ARIA 1 DEPART PERTH INTERNATIONAL AT 1810 GMT, 15 JULY 1975; SUPPORT REV 1 AT 46 DEGREES 00 MINUTES SOUTH 126 DEGREES 00 MINUTES EAST, AT 2048 GMT 15 JULY 1975; SUPPORT REV 2 AT 49 DEGREES 38 MINUTES SOUTH 138 DEGREES 00 MINUTES EAST, AT 2221 GMT 15 JULY 1975; SUPPORT REV 3 AT 41 DEGREES 30 MINUTES SOUTH, 143 DEGREES 30 MINUTES EAST AT 2355 GMT 15 JULY 1975;

RECOVER MELBOURNE INTERNATIONAL AIRPORT 16 JULY 1975.

B. ARIA 2 DEPART D.F. MALAN AIRPORT, CAPETOWN, S. AFRICA AT 2130Z 15 JULY 1975; SUPPORT REV 4 AT 47 DEGREES 30 MINUTES SOUTH, 45 DEGREES 35 MINUTES EAST AT 0109 GMT 16 JULY 1975; SUPPORT REV 5 AT 45 DEGREES 25 MINUTES SOUTH, 34 DEGREES 56 MINUTES EAST AT 0237 GMT 16 JULY 1975; RECOVER JAN SMUTS 16 JULY 1975.

C. ARIA 3 DEPART PERTH INTERNATIONAL AT 2130 GMT 15 JULY 1975 SUPPORT REV 4 AT 49 DEGREES 07 MINUTES SOUTH, 90 DEGREES 34 MINUTES EAST AT 0116 GMT 16 JULY 1975; SUPPORT REV 5 AT 44 DEGREES 32 MINUTES SOUTH, 103 DEGREES 21 MINUTES EAST AT 0250 GMT 16 JULY 1975; RECOVER PEARCE RAAF 0500 GMT 16 JULY 1975.

8. FOR CANBERRA AND PERTH: NASA AND USAF AWARE OF PROBLEMS RE AIRCRAFT TAKE-OFF NOISE FROM PERTH. SURVEY OF AIRFIELDS IN VICINITY OF PERTH INDICATES NO ALTERNATIVES TO PERTH INTERNATIONAL MEETING REQUIREMENTS OF RUNWAY LENGTH AND/OR DISTANCE TO REQUIRED TEST SUPPORT POSITIONS. ARIA 3 CAN NOT REPEAT NOT SUPPORT DESIGNATED INTERVALS OF REV 4 AND 5 FROM ANY OTHER LOCATION. ARIA 1 CAN SUPPORT FROM AND RECOVER TO MELBOURNE. HOWEVER, SEPARATION OF THE TWO AIRCRAFT COMPOUNDS ANY MAINTENANCE PROBLEM, ESPECIALLY SINCE ONE OF THE ARIAS WILL BE REMOTE FROM C-141 SUPPORT AND LOGISTICS AIRCRAFT. THIS, IN TURN, DECREASES OVERALL RELIABILITY OF ARIA TEAM.
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BEST SOLUTION APPEARS TO STAGE BOTH ARIA 1 AND 3 FROM PERTH.

9. ARIA 1 AND 3 WILL LAND INITIALLY AT PEARCE RAAF MOVING TO LONGER RUNWAY AT PERTH ONLY 20 HOURS BEFORE ACTUAL MISSION SUPPORT. AIRCREWS WILL BE INSTRUCTED TO EMPLOY DEPARTURE TECHNIQUES DESIGNED MINIMIZE NOISE AFFECTS IN CITY OF PERTH. EVERY CONSIDERATION WILL BE GIVEN TO USE OF RUNWAY 02 AND MAKING ALL TURNS AWAY FROM MAIN PART OF CITY. IN ADDITION, ARIA 3 WILL BE STAGED FROM PEARCE RAAF FOR POST MISSION RE-DEPLOYMENT BACK TO U.S., REFUELING AT DARWIN ENROUTE TO ANDERSEN AFB, GUAM, THUS REDUCING NECESSITY OF FULL FUEL LOAD TAKE OFF FROM PERTH AND RESULTANT NOISE PROBLEMS AT PERTH.

10. ARIA 1 AND 3 PLUS LOGISTICS C-141 WILL REQUIRE OVERFLIGHT OF INDONESIA AND AUSTRALIA ENROUTE ANDERSEN AFB TO PERTH AND RETURN FLIGHT MELBOURNE TO ANDERSEN.

11. FOR PRETORIA AND JAKARTA: UNLESS POSTS PERCEIVE PROBLEMS, AF WILL SECURE AIRCRAFT/CREW OPERATING RIGHTS

THROUGH NORMAL USAF FOREIGN CLEARANCE GUIDE PROCEDURES.

12. FOR CANBERRA: REQUEST YOU OBTAIN REQUIRED CLEARANCES
IN ACCORDANCE WITH ABOVE INFORMATION. ADDITIONAL DETAILED
FLIGHT INFO WILL BE SUPPLIED BY USAF THROUGH NORMAL
OPERATIONAL CHANNELS AS REQUIRED. KISSINGER

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